

ST. JACOBS OIL THE BEST.

Rheumatism. Neuralgia.
N. Ogden, Mich.
Mar. 17, 1903.
A half bottle of St. Jacobs Oil cured my rheumatism and neuralgia. It is the best I have ever used. It is a speedy, effective cure.
J. L. PORTER.
IT HAS NO EQUAL.

RAILROADS.

Local Time Table

Texas and Pacific.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to Dallas.
7:30 p. m.	8:00 a. m.	Dallas to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to Dallas.
9:30 p. m.	10:00 a. m.	Dallas to Fort Worth.

Missouri, Kansas and Texas.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to Kansas City.
7:30 p. m.	8:00 a. m.	Kansas City to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to Kansas City.
9:30 p. m.	10:00 a. m.	Kansas City to Fort Worth.

Transcontinental.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to St. Louis.
7:30 p. m.	8:00 a. m.	St. Louis to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to St. Louis.
9:30 p. m.	10:00 a. m.	St. Louis to Fort Worth.

Fort Worth and Denver.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to Denver.
7:30 p. m.	8:00 a. m.	Denver to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to Denver.
9:30 p. m.	10:00 a. m.	Denver to Fort Worth.

Cul. Colorado and Santa Fe.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to Santa Fe.
7:30 p. m.	8:00 a. m.	Santa Fe to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to Santa Fe.
9:30 p. m.	10:00 a. m.	Santa Fe to Fort Worth.

Fort Worth and Rio Grande.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to El Paso.
7:30 p. m.	8:00 a. m.	El Paso to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to El Paso.
9:30 p. m.	10:00 a. m.	El Paso to Fort Worth.

Houston and Texas Central.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to Houston.
7:30 p. m.	8:00 a. m.	Houston to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to Houston.
9:30 p. m.	10:00 a. m.	Houston to Fort Worth.

St. Louis, Arkansas and Texas.		
Arrive.	Leave.	
6:30 p. m.	7:00 a. m.	Fort Worth to St. Louis.
7:30 p. m.	8:00 a. m.	St. Louis to Fort Worth.
8:30 p. m.	9:00 a. m.	Fort Worth to St. Louis.
9:30 p. m.	10:00 a. m.	St. Louis to Fort Worth.

CHEAP RAILROAD TICKETS.		
Buy and sell.	Save money.	Get the best.
Buy and sell.	Save money.	Get the best.
Buy and sell.	Save money.	Get the best.

THE RAILROADS.

The Public Waiting for Information About the Albuquerque Road.

Immense Travel to the South by the Harriet Excursions—Why the Alton Kicked Out of the Trains—Notes.

Inquiry as to the progress made in the Fort Worth and Albuquerque matter elicits the information that very little has been accomplished, so far, though it is admitted that the enterprise is in better shape for Fort Worth to take hold of than it ever was before. It is said that it is more than probable that the exorbitant demands for right of way will, if persisted in, make the success of the enterprise problematical, to say the least of it, but if the gentlemen who have the matter in hand are met in a liberal spirit there is a hope that success will result. The people of the city are anxiously waiting for something from the committee, and are inclined to look upon the seeming inactivity as an evidence that bodes no good for this road. The committee, however, claim that they are doing all that can be done, and say that in a short time they hope to be able to make a good showing in the matter. In the meantime the matter rests just as it is. That's all.

THE ALTON'S REASON.
Why It Threatened to Withdraw from the Different Associations.
When Manager Chappell of the Chicago and Alton was approached and asked if it was true that the Alton proposed to withdraw from the Western freight association, the Western passenger association, the Western weighing association and the inspection bureau he said that it was, and gave the reason for such a determination as follows:
"I have just told Vice-President Ripley of the St. Paul what we intended doing. He said that it meant chaos. I told him that I knew that and that it seemed to me that it was necessary to create that order, peace and a strict maintenance of rates. The reason for this is that the situation in the West is so bad that it could hardly be worse. Rates are absolutely demoralized, and neither the shippers, the passengers, the railroads nor the public in general make anything by this state of affairs. The profit is all secured by the middle men or go-between. The management of rates is disturbed on all sides and there is not a railroad in the country that can be accused of living up to the rules of the interstate commerce laws. If we withdrew from the associations we would save us just \$18,000 a year in salaries if we are to make rates to suit ourselves without waiting for the expiration of ten days' notice to any association."

General and Personal.
H. G. Thompson, general passenger agent of the Santa Fe, was in the city yesterday.

J. W. Maxwell, division superintendent of the Missouri, Kansas and Texas, was in the city yesterday.

Five passenger trains will run regularly between Fort Worth and Dallas during the fair, besides one that will leave Fort Worth after the Pompana exhibition is over each night.

It appears from the New York Central report for September that the strike on that road cost about \$750,000 directly. This estimate is based upon the actual loss in earnings for the two months, and upon the calculation that the cost of ac-

idents, as well as the loss of traffic, was charged off directly. This loss was a little over \$500,000 for August, and nearly \$800,000 for September.

There is a report that the Santa Fe will have out a new passenger schedule that will be a daily early next month. It promises a double daily through service with fast time.

The harvest excursion out of St. Louis on Tuesday was the heaviest on record. The Missouri Pacific-Iron Mountain hauled 1500 people coming from connecting lines, the Louisville and Nashville cars were crowded, the Burlington, the Alton and the Wabash ran extra coaches to accommodate the rush on Tuesday night.

The Union Pacific August statement for the entire system shows gross earnings, \$3,984,368; increase, \$1549; net earnings, \$1,477,073; decrease, \$281,551. For eight months ending August 31: Gross earnings, \$28,649,639; increase, \$3,450,520; net, \$9,147,077; decrease, \$4825.

Col. L. D. Vank, for a long time the general agent in Texas for the Street Stable Car company, and one of the most popular gentlemen ever connected with the business, has returned to the city from a trip through the Northern States. He could not keep away from Fort Worth.

Double Daily Service.
Special to the Gazette.
ABILENE, TEX., Oct. 17.—The Texas and Pacific receipts here for the past month have exceeded \$38,000, and that puts Abilene as usual in the lead of all other stations on the line of its line.

The new train which was extended from Weatherford will make its first run to-night. This train will be made permanent, and in the future our fast growing city will have two daily trains to the east. The train will leave at 3:42 a. m. and arrive at Dallas at 11:59 a. m., and returning will leave Dallas at 3:09 p. m. and arrive at Abilene at 11:17 p. m.

Judgment Against the M., K. and T.
Special to the Gazette.
SHERMAN, TEX., Oct. 17.—Frank Myers was today given judgment in the district court in the sum of \$4599 for the loss of a leg on the Missouri, Kansas and Texas railroad in the Indian Territory.

Western Freight Association.
Special to the Gazette.
NEW YORK, Oct. 17.—Reports from the meeting of the Western freight association in Chicago are of the most favorable character, and private telegrams say the only thing remaining to be acted on is to fix at once when the advance will go into effect. This is confirmed by other dispatches, quoting Commissioner Fairbank as saying an advance of fifty-cent basis to sixty-cent basis will undoubtedly be ordered to go into effect on November 1.

Would Like a Better Schedule.
Special to the Gazette.
WEATHERFORD, Oct. 17.—Our people had hoped to get a little different schedule between here and Dallas during the fair, that is they had hoped to get the short train running between Weatherford and Dallas leave this city about 7 in the morning and return about 10 at night, giving them the entire day at Dallas, returning home the same day. No doubt this could have been arranged if there had been an organized effort to have secured it, though in this like many other matters of vital interest to the progress of this city one takes the lead, and everything goes on unattended to. While it will work a hardship on our people the extension of the short train to Abilene will be a very great convenience to the people west of here. The train will arrive and leave here at the same time as before.

Work of laying track on the Weatherford, Mineral Wells and Northwestern railroad has been pushed. Track is being laid and has been for some time at the rate of half a mile a day. The track is now laid about fifteen miles out, and the road will be completed and trains running to Mineral Wells within a month from this time.

Pullman Palace Car Company.
Special to the Gazette.
NEW YORK, Oct. 17.—The annual meeting of the Pullman palace car company passed off smoothly, but no increase of stock was proposed and no extra dividend was declared, although the usual rumors were in free circulation previous to the meeting. The statement presented showed a surplus after paying all charges, including dividends, of \$239,810, which is available to dividends being equal to more than 17 per cent. on stock.

H. M. K. TWOMBLY.
The Reading Pool Controlled by the Pennsylvania.
Special to the Gazette.
NEW YORK, Oct. 17.—Recent negotiations between H. McK. Twombly and members of the Reading syndicate were freely discussed on the floor of the exchange. Who Twombly is working for is the subject of much comment, but Vanderbilt people assert they do not want Reading property again. Though either the Pennsylvania railroad, or Carnegie, Hoots and other capitalists who were interested in the South Pennsylvania railroad, are behind him, and the theory that the Pennsylvania is seeking control gains credence because the recent arrangements by which the Reading secured Pittsburgh connection are thought to have made it almost imperative on the Pennsylvania to cut competition off at the start. It is believed by those best informed, however, that the Pennsylvania actually controls the Reading pool.

Bound to Have the Albuquerque.
Correspondence of the Gazette.
GRANITE, TEX., Oct. 15.—Give us the Albuquerque and we will furnish you sandstone, limestone and marble fit for palaces. While our merchants and farmers are doing well, and I expect to do well, we propose to make iron and steel here and a large number yesterday. Merchants have been employing more clerks.

TEXAS IN TYPE.
Cotton has been injured in Van Zandt county by the recent rains.

The yield of cotton in sections of Eastland county is turning out a third more than was estimated. Some farmers will make nearly a bale to the acre.

The cotton crop is being gathered very fast, and is much greater than was thought it would be. The country is making plenty, we think, to put the people in easy circumstances.

The cotton crop in Hunt county is much better than was thought to be. It will make from half to three-fourths of a bale to the acre. The corn crop is short.

Corn in Cooke county is scarce, and all gathered, but the cane crop is excellent. Considerable cotton in Grayson county is being wasted on account of the wet weather and scarcity of pickers.

The crop in Williamson county is about half gathered, and a good many will realize a bale to the acre.

The acreage sown to wheat in Floyd county this fall will be largely in excess of anything ever put in there before.

A large cotton crop is being gathered in Garza county.

Erath county corn will make a fair yield this year. A large amount of cotton is yet to pick.

The soil in Stoneham county is in excellent condition for seeding, and a great many farmers are taking advantage of it and putting in large crops.

SHERMAN, Oct. 16.—Sherman was visited by a frost this morning. Farmers say it will be beneficial to the cotton crop, nipping the top, which will give the under crop a chance to develop. Our crops have pressed 15,000 bales to date, and claim that they will press 50,000 during the season.

TERRILL, Oct. 16.—Another big cotton day for Terrill. A sentence to figures given Terrill has already received nearly as many bales as was received the entire season last year.

TERRILL, Oct. 17.—There were fifteen bales of cotton in one squad and thirteen in another from Van Zandt county today and a large number yesterday. Merchants have been employing more clerks.

TEXARKANA, Oct. 17.—A slight frost visited this place last night.

WEATHERFORD, Oct. 16.—There have been received and marketed here to date nearly 11,000 bales of cotton. The cotton crop will be much better than this section this season than was thought at first.

LONGVIEW, Oct. 17.—The first frost this season was perceptible very early this morning, but owing to its lightness will not hurt the cotton stalks.

THE ALTON WILL WAIT.
Chicago, Ill., Oct. 17.—The Chicago and Alton railway has agreed to suspend action on its notice of the proposed reduction in lumber and coal rates between Chicago and Kansas City. This is one of the results of a hearing to-day by the board of chairman relative to a division of traffic at Southwestern Missouri river points. The Chicago and Alton's willingness to suspend action was brought about by assurance that an equitable division

of traffic would be made, with a good share given the Alton. (The question of establishing a joint agency for the handling of Eastern traffic at the Missouri river came up, but action was postponed until the meeting to be held October 25.)

Locomotive Engineers.
PITTSBURG, Pa., Oct. 17.—The International Brotherhood of Locomotive Engineers resumed their session this morning. The meeting was held with closed doors. After the adjournment, First Grand Engineer Ingraham said the session was taken up with the introduction of resolutions and their reference to the proper committees. These will not be given to the public unless adopted by the convention. An official of the organization stated this afternoon that the engineers would not federate. The grand officers will be instructed, however, to confer with the officials of the federation and report some method whereby the organizations may work not only in harmony, but in union and if possible in conjunction in case of trouble. The officers will report at the next meeting.

This action will be in the nature of a compromise, as the offering from the older controlling element, as the younger ones must be recognized.

The "Cotton Belt Route"
is the short line to Memphis and the only line running Pullman Buffet Sleepers and Day Coaches to Memphis without change. Ticket office No. 401 Main street and depot North Fort Worth. Trains leave 8:25 a. m., daily.

Special Train to Dallas.
Commencing October 18 the Texas and Pacific railway will run a special train to Dallas, leaving Fort Worth at 3:42 p. m. daily, for the North Fort Worth station, and returning at 11:17 p. m.

Pullman Buffet Sleepers and Day Coaches.
Fort Worth to Memphis without change, via the "Cotton Belt Route," ticket office No. 401 Main street and depot North Fort Worth.

Low Rates East.
The Ohio and Mississippi railway is now selling tickets from St. Louis to Cincinnati and return at low rate of \$3, good for return until October 19, inclusive; also one way to points named as follows: Dayton, Ohio, \$1.15; Columbus, Ohio, \$1.15; Cleveland, Ohio, \$1.15; Pittsburgh, Pa., \$1.15; Washington, D. C., \$1.25; Baltimore, Md., \$1.25; Philadelphia, Pa., \$1.15; New York, N. Y., \$1.35; Boston, Mass., \$1.65. Tickets at above rates will continue on sale until October 12. Address, A. J. LITTLE, General Western Passenger Agent, 103 N. Broadway and Union Depot, St. Louis Mo.

The "Cotton Belt Route"
is the short line to Memphis and all points North, East and South, and the only line running Pullman Buffet Sleepers and Day Coaches to Memphis without change. Ticket office No. 401 Main street and depot North Fort Worth. Trains leave 8:25 a. m., daily.

Penalty for Selling Whisky to Indians.
Special to the Gazette.
FORT SMITH, ARK., Oct. 17.—Charles Nolte, a prominent dealer of Benton county, Ark., entered a plea of guilty in the Federal court this morning in two indictments for selling whisky to Indians. He was sentenced to two days' imprisonment and fined \$500, to stand committed until the fine is paid.

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TEXAS SCHOOLS AND CHURCHES.
The Williams county teachers' institute will hold its first session for this year, at Georgetown, October 18. Om-

cers will be elected and a plan perfected by which the county will be divided into four convenient districts, and local institutes organized in each.

The new Presbyterian church at Kerrville was dedicated last Sunday.

Spivey, Shelby county, has organized a school, and a comfortable building will be erected at once.

MARSHALL, Oct. 16.—The Soda Lake Baptist association met this morning at the First Baptist church in this city. The introductory sermon was preached by Rev. J. M. C. Breaker, pastor of the church. A large number of delegates and visitors are in attendance.

TEXAS PROGRESS.
The Texarkana gas and electric railway company, with a capital of \$200,000, will expend about \$36,000 in erecting an electrical motor for the railroad in that town, and about \$20,000 in setting in improved machinery for gas and electrical lights.

A movement is on foot to form a Fort Worth progressive association composed of the business men, manufacturers, mechanics, clerks and others. It was intended to meet on Saturday night, but on account of the Pompana exhibition it was decided to meet next week.

Subscribers to the cotton mill lots should pay promptly. As soon as the first payment is made work will begin on the buildings. The artisan well is down several hundred feet.

GRANITE, Oct. 16.—Granite and Young county are now on the high road to prosperity. To-day cream-covered sandstone a foot thick are unloading on the grounds for the foundations of the new First national bank building on the northwest corner of the square.

SHERMAN, Oct. 17.—The commissioner's court to-day let the contract for a large iron bridge over Big Mineral, one mile and a half north of Whitesboro, to the Texas iron and bridge company for the sum of \$2200.

TERRILL, Oct. 17.—The artisan well borers are still at work on the artisan well, and are now about 1800 feet down. There is probably room for complaint, or will be if water is not secured soon. It was expected that water would be struck by the time the artisan well extensions were ready to be turned over.

The artisan well was completed and turned over several months ago, and now the artisan management is in great need of water. The contractor seldom if ever calls to examine the work and note its progress unless by some agent. This seems a small matter, but there are great interests involved, as by lack of sufficient water supply the artisan is unable to give the necessary care and treatment to patients, who to-day all over Texas languish in jails. To the uninitiated it seems there might be a chance for trouble to the contractor unless he has done all he could to get the necessary water.

The electric light will be in operation some day next week.

ABILENE, Oct. 17.—Two new brick store houses were started in course of construction during the week, one on Pine and one on Chestnut street.

The artisan well has attained a depth of about 800 and has struck one flow of water which rises over 700 feet in the well, while every prospect shows that the boring will meet with final success.

Another evidence of the prosperity of the Abilene country is shown by the statements of our national banks in today's paper, the total loans of the three banks being \$619,000 and the deposits \$309,000. The Abilene national bank, making the best showing of the three, shows loans \$329,000, deposits \$106,000, and shows that the deposits are five times as large as they were the same day in 1885.

TEXARKANA, Oct. 17.—Notices were received from Washington to-day that the contract for building a \$100,000 Federal courthouse and postoffice at this place has been awarded to T. Jack of Wichita, Kan.

WEATHERFORD, Oct. 16.—The street car line will be completed to the Texas (Cumberland Presbyterian) female seminary by to-morrow night. This company is doing much to build Weatherford and within a week or two the company will have more than two and a half miles of track down and trains running regularly over it. The streets over which the street car line is being laid are being greatly improved by the means of the line, and this enterprise is doing its part to develop the city.

WASHINGTON, Oct. 17.—Application was filed yesterday with the comptroller of currency to organize the First National bank of Jacksboro, Tex., by J. R. Hoxie of Fort Worth and associates.

NEWS AND NOTES.
The citizens of Corpus Christi have had a mass meeting to endorse the Ropes Pass enterprise.

A new society, to be known as the Liberal association of Austin, has organized in Austin and the following declaration of principles and objects was adopted, besides many other broad ones: 1. To encourage the study of man in all his relations. 2. To seek to realize the truth in life.

On the 23d inst. Oakland, Colorado county, will celebrate the thirteenth annual Schutzen Verein. Committees are arranging to prepare everything necessary for an enjoyable occasion.

SHERMAN, Oct. 16.—To-night a reception was given at the home of Mayor J. S. Porter in honor of Mr. Claud Tuttle and his bride, who have just arrived from a wedding tour. Mr. Tuttle is one of our prominent business and social young men. He married Miss Kate Yeager of Marksburg, Ky., on the 8th inst.

The postmaster of Sherman has been instructed to make a nomination for another (the fifth) letter carrier, and applications for the position are numerous.

TERRILL, Oct. 16.—Rev. John Portness and family, formerly residents of Terrill, but of late years living in California, are spending some time in Terrill. They expect to make Texas their home again.

The atmosphere is full of cobwebs being around—as the air moves them. By the way, the cobwebs can be seen hundreds of feet high. Many of them have spirals of different sizes aboard of them, as can be seen when they light on the ground or some object in the way.

LONGVIEW, Oct. 17.—Professor L. H. Turner of our high school walked out of his room at the boarding house annex to empty a bottle of ink and fell several feet, breaking his left arm, but was able to resume his duties as superintendent of the school, and will soon be all right again.

WEATHERFORD, Oct. 16.—Capt. S. P. July, general manager of the Peapack Valley railroad, accompanied by Mrs. July, left this morning for El Paso, New Mexico, their future home. The people of Weatherford regret very much to lose these good people.

Mr. Frank G. Bean, late on the Ar-

raus Pass, is in the city and will make Weatherford his home. He will be manager of William Cameron & Co.'s business at this place.

Mr. L. W. Bratton of Coloway county, Mo., is in the city visiting his brother, our worthy city marshal.

Miss Lovie Mackey of this city has received the appointment as maid of honor to this congressional district to receive ex-President and Mrs. Cleveland at the Dallas fair.

TEXAS MINES AND MINERALS.
Messrs. Anderson & Co. are now engaged in quarrying stone, says the Morgan News, in the mountains three miles southeast of Morgan and shipping it out to various portions of the state. We are informed by them that there is no limit to the demand, and as soon as the busy season is over they will increase their force and other facilities for handling large quantities of this valuable stone. Fifty-four cubic feet of stone is equal in value to a bale of cotton, and ten acres in one quarry is equal to the cotton crop of the county.

The exhibit sent from Llano to the state fair and Dallas exposition by the Llano Furnace and Improvement company is superb. It consists of iron, gold, lead, silver, copper, marbles, granite, marble, other ores, stones, crystals. The iron ores are the purest in the world. The marbles are of all shades and grades, from the whiteness of snow to the blackness of the crow. The granites are of the best quality, variegated in color and in pattern. The crystals are of all kinds, copper, crystals, asbestos, mica, gypsum, cement, feldspar, flint, clay, scapolite, calcite, gadolinite, garnets, pearls, graphite, lithographic stone are thrown in to complete the exhibit.

The Southwestern Iron and Lumber Record says: At New Birmingham alone Texas has enough iron ore to make pipe enough for the entire consumption of the United States for twenty-five years. And there has been recently discovered immense deposits of peatified steel ore enough to make steel rails to circle the globe, and of the very highest quality, no phosphorus and but little silica. Nothing in the United States to compare with it in quality or quantity.